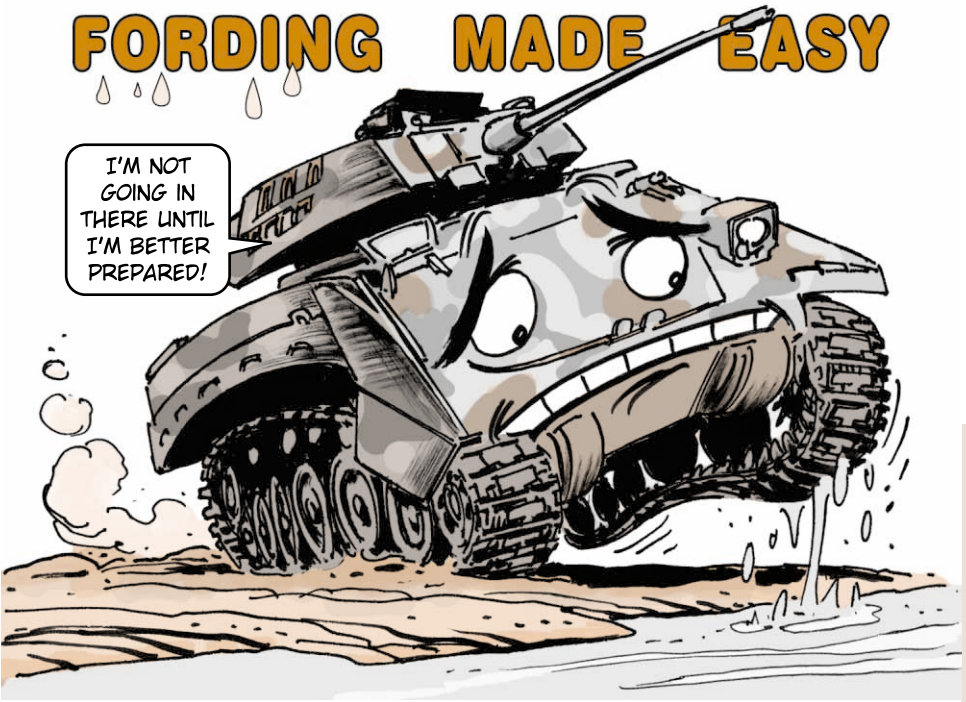
FORDING MADE EASY



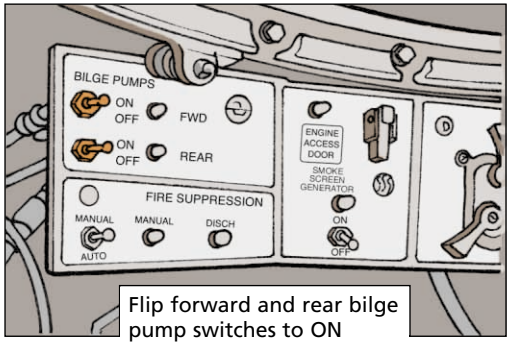
Drivers, swimming your Bradley is no longer allowed, but you can still ford water up to 31⁄2 feet deep.

If you don't ford properly, though, you may not make it out the other side of the creek. So, follow these steps:

1. Make sure all hull drain plugs and both final drive drain plugs are in place and secure.

2. Choose a spot to enter and exit the water. Look for firm ground without rocks, stumps or other obstacles. Try to avoid steep slopes.

3. Flip the forward and rear bilge pump switches to ON.

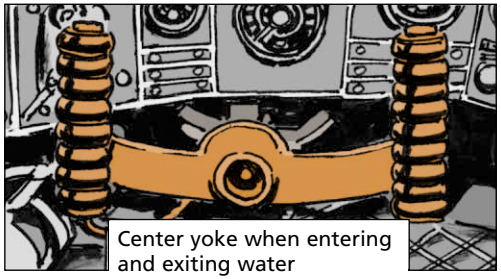


Flip forward and rear bilge pump switches to ON

4. Enter the water at no more than a fast walking pace (about 2 mph or less). If you try to go faster, water will splash up into the air intake system and damage the engine.

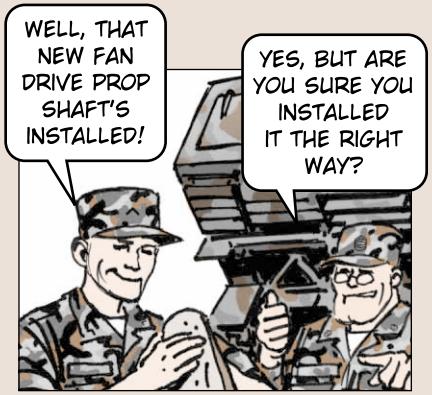
5. Once into the water, center the steering yoke and try to keep the tracks on solid ground. Feel your way across, trying to avoid underwater obstacles. Be prepared for sudden stops.

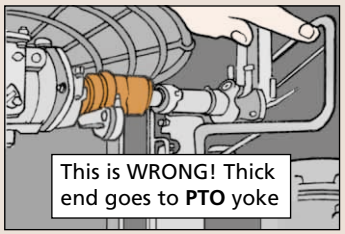
6. Exit the water with the steering yoke centered. Don't leave the water at an angle to the bank.


Center yoke when entering and exiting water

7. After the bilges are empty, flip the bilge pump switches to OFF.

Don't Shaft the Prop Shaft




This is WRONG! Thick end goes to **PTO** yoke

Mechanics, there's a right way and a wrong way to install the MLRS' fan drive propeller shaft, NSN 2520-01-108-9273. The choice you make will determine how well the prop shaft does its job—and for how long.

The prop shaft connects the final drive to the right angle drive. If it's put in backward, water works its way into the yoke assembly. That causes slack in the prop shaft, dried-out bearings and eventually a broken prop shaft.

You can prevent damage by installing the prop shaft the right way. The thicker portion of the shaft goes down and attaches to the PTO yoke on the final drive. Then water cannot get into the yoke assembly